

DE-C-K-E-T

REPORT

CD NO.

NO. OF PAGES 2 3 25X1

NO. OF ENCLS.
(LISTED BELOW) 25X1

SUPPLEMENT TO
REPORT NO.

THIS IS UNEVALUATED INFORMATION

Attached is [redacted] forwarded as received.

Comment: The river mentioned in paragraph 1 should be spelled Dvina, and is also known as the Daugava.

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S-E-C-R-E-T

STATE	X	NAVY	X	NSRB	DISTRIBUTION						
ARMY	X	AIR	X	FBI							

CLASSIFICATION SECRETCOUNTRY USSR REPORTTOPIC Riga-Spilve Airfield -2-

25X1

EVALUATION PLACE OBTAINED

25X1

DATE OF CONTENT DATE OBTAINED DATE PREPARED 13 September 1954

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REFERENCES PAGES 2 ENCLOSURES (NO. & TYPE)

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REMARKS This is UNEVALUATED Information

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1. The Riga-Spilve airfield (56°59'N/24°09'E) extends in north-south direction. It has an estimated length of 3,000 meters and a width of 1,500 meters and is located about 300 meters from the left bank of the Duena River. The view of the field is obstructed by trees at the road leading along the field and by trees and brushwood along the river. The field can be observed from the Duena River north of the Kraemershof lighthouse in southwesterly direction and from Ober-Poderaa in westerly direction, . Several hangars which opened upward were located at the western edge of the field. A tower, probably housing a wind direction indicator and the flight control station was seen at the northern end of the field. No radar sets and AA gun emplacements were seen at or near the field. From the air activity observed, it was inferred that a runway extended from north to south. About noon on 27 June 1954, 6 or 7 aircraft were parked in front of the northernmost hangar. About 10 aircraft were seen in front of the hangar west of the point of observation at Ober-Poderaa.¹

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2. There was air activity almost throughout the day. At night, no air activity was observed and no sound of flying aircraft was heard. After taking off, the aircraft did not fly locally but headed toward the south or southeast and did not return to the field so far as could be observed. Except for a two-engine commercial aircraft which was seen taking off on the afternoon of 27 July 1954, the following three types of aircraft were observed:

- a. Type 1 observed on the afternoon of 26 July 1954:
Twin-engine gray low-wing monoplane with single rudder assembly.

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 During about 5 hours, 6 aircraft of this type took off at intervals of about 3/4 of an hour. They were not observed landing that day. The aircraft took off toward the south and headed south to southeast of Ober-Poderaa toward the southeast after flying a slight bank.

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- b. Type 2 observed on the afternoon of 26 July and on 27 July: Similar to type 1 but of a considerably heavier appearance. Two aircraft of this type took off and 4 landed on the afternoon on 26 July and 3 aircraft landed on 27 July.

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- c. Type 3 observed on the morning of 27 July:
Single-jet aircraft with swept-back wings, apparently mid-wing
monoplanes. Within 7 to 8 hours, 7 aircraft of this type took
off at intervals of about 1 hour. The aircraft were not observed
landing.²

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CLASSIFICATION SECRETCOUNTRY USSR REPORT

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TOPIC Riga-Spilve Airfield -2-EVALUATION PLACE OBTAINED Germany

25X1

DATE OF CONTENT

25X1

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CLASSIFICATION SECRET

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